

April 7.

MORE FISH FOR THE SPLITTERS.

Big Fares Came From Boston Yesterday Afternoon.

Boston sent down some more big fares to split yesterday afternoon, sch. Catherine and Ellen bringing 100,000 pounds of hake and cusk and the new sch. Harriet, from her maiden trip, which also marked Capt. Ralph Silva's debut as a skipper, coming with 110,000 pounds of fresh codfish. Sch. Alice M. Guthrie also came down with 75,000 pounds of haddock and cod.

Sch. Catherine and Ellen took her fare to George Perkins & Son and the trips of schs. Harriet and Alice M. Guthrie went to the Gorton-Pew Fisheries Company. The Cunningham & Thompson Company had the sch. Morning Star with 40,000 pounds of fresh fish.

Sch. Arthur D. Story came in last evening from a Georges handlining trip, with 25,000 pounds of salt cod and 3000 pounds of halibut, the former going to Hugh Parkhurst & Co.

This morning 30 barrels of alewives were received from Essex.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Catherine and Ellen, via Boston, 100,000 lbs. fresh fish.

Sch. Harriet, via Boston, 110,000 lbs. fresh cod.

Sch. Morning Star, 40,000 lbs. fresh fish.

Sch. Alice M. Guthrie, via Boston, 75,000 lbs. fresh fish.

Sch. Arthur D. Story, Georges, 25,000 lbs. salt cod, 3000 lbs. halibut.

Alewives, 30 bbls. from Essex.

Sch. Mary E. Sinnett, shore.

Sch. Gladys and Nellie, shore.

Sch. Belbina P. Domingoes, shore.

Sch. Rebecca, shore.

Sch. Lizzie M. Stanley, via Port Clyde, Me.

Sch. Thomas J. Carroll, pollock seining.

Sch. Margie Smith, pollock seining.

Mary DeCosta via Boston, 80,000 fresh fish.

Vessels Sailed.

Sch. W. E. Morrissey, dory handlining.

Sch. Richard J. Nunan, haddocking.

Sch. Edmund F. Black, haddocking.

Sch. Rose Dorothea, haddocking.

Sch. Mary Edith, shore.

Sch. George H. Lube, shore.

Sch. Emily Sears, shore.

Sch. Actor, shore.

Sch. Almeida, halibuting.

Sch. Marsala, Georges, handlining.

Sch. Senator Saulisbury, Georges, handlining.

Sch. Selma, halibuting.

Sch. Lucania, south seining.

Sch. Veda M. McKown, south seining.

Sch. Arabia, south seining.

Ella G. King Georges.

Lillian, haddocking.

Belbina P. Domingoes, haddocking.

Good Luck, drifting.

Corsair, drifting.

E. C. Hussey, drifting.

Jubilee, drifting.

S. P. Willard, dory handlining.

Today's Fish Market.

Bank halibut, 8 cts. per lb. for white and 6 cts. for gray.

Georges halibut, 12 cts. per lb. for white and 10 cts. for gray.

Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.

Trawl salt Georges cod, large, \$3.50; mediums, \$3.

Large salt handline Georges cod, \$3.50; mediums, \$3.00.

Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.

Salt pollock, \$1.25 per cwt.; salt haddock, \$1.25; salt hake, \$1.25.

Splitting prices for fresh fish, Western cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.60; medium cod, \$1.40; cusk, \$1.60 for large, \$1.20 for medium and 50c for snappers; haddock, 80 cts.; hake, 90 cts.; pollock, round, 65 cts.; dressed, 70 cts.

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Hake Sounds Go Up.

Hake sounds are apparently in demand. The price yesterday rose to 11½ cents per pound.

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HANDLING FISH BUSINESS OF BOSTON

Changes Said to Be Contemplated in the Previously Made Plans.

The plan to house fish interests of this port on the present Commonwealth docks at South Boston has been abandoned.

Instead, it is now proposed that a new pier be erected in South Boston, so that T wharf may be abandoned by the fishermen and adequate and sanitary accommodations be provided for all the fish business that may come to Boston for generations to come.

A representative of the fish dealers recently made this authoritative statement:

"It is the consensus of opinion among the fish dealers, the state authorities and the Chamber of Commerce committee which has had this matter in charge that it is most desirable to build a new pier of solid concrete construction from capstone to capstone, which can be paved throughout and provided with fish houses of concrete construction as well, so that the whole plant may conform to the most rigid sanitary conditions.

"The matter is now up to the state authorities, the governor and council and the harbor and land commission, for consideration as to what would be proper terms for the consummation of a lease between the commonwealth and the fish dealers."

To Come to Head in Few Days.

It is expected the whole matter will be brought to a head in a few days and terms agreed upon which will result in the removal of one of Boston's greatest industries to quarters which will permit of a great increase of the business.

The project as it now stands, is as follows:

The commonwealth to build a new concrete pier east of the commonwealth pier and 150 feet from it. This pier to be 300 feet wide and 1200 feet long.

The new pier the wholesale fish dealers are to lease for a long term and to improve by the erection of buildings suitable for the conduct of their business. At the expiration of the lease buildings and all become the property of the commonwealth.

East of this new pier, there is to be a basin 4½ feet wide, protected on the side by a breakwater, with a spur at the entrance of the basin running toward the pier for about 200 feet, and this forming a sheltered anchorage where fishing vessels may lie while awaiting the discharge of their cargoes or until favorable weather for leaving port.

These are the broadly sketched details of a project which is to involve the expenditure of more than \$1,000,000 and transplant an industry which has been located at T wharf for over 30 years and brings to this port annually more than 150,000,000 pounds of fresh fish, worth, in a round sum at least \$7,000,000.

The fishing fleet, which discharges here numbers about 325 vessels and represents an investment of about \$3,500,000. In supplies, renewals and repairs it spends about \$5,000,000 a year, most of it in Boston. Besides the fresh fish it supplies for handling here it brings either here or to Gloucester a large amount of fish for salting, smoking or curing in other ways.

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Portland Fish Notes.

Two fish arrivals were reported here Wednesday, the steamer Carrie and Mildred with 5000 pounds and the Slade Gorton with 5000 pounds of halibut, both of which fares were taken out for F. S. Willard. The Gorton also has 80,000 pounds of mixed fish, which she has taken to Port Clyde.

The sch. Topsail Girl which for several weeks has been fitting out for halibut fishing will probably get away today. Salt was being taken on yesterday and everything is in readiness for the trip. The sch. Watauga is also ready and will sail before the end of the week. Both will go to La Have banks.

Fred Darling, a South Portland boat fisherman, brought in about 1000 pounds of fish Wednesday, among which were some of the largest cod ever brought into this port, several of them tipping the scales at 75 pounds.

T Wharf Utterly Inadequate.

The T wharf interests are behind the move to a man. Of the 44 wholesale fish dealers in the city, everyone is taking an interest. Their present accommodations are pitifully inadequate. Vessels by the score have been held up for days, unable to get near enough to the pier to unload, while fish spoiled in their holds.

After the fish was landed, there was not room enough on the wharf to care for it. As much as 30,000 pounds yearly have had to be trundled in hand carts along Atlantic avenue and across to the fish houses located on Commerce street. Hardly a dealer but has been forced by the exigencies of the business to obstruct traffic on the sidewalks and had, therefore, to answer to complaints for violating city ordinances.

On top of this, the conditions on the old wooden wharf are far from sanitary. The new pier will be so constructed that every part of it can be flushed with water daily and dust and dirt be relegated to the limbo of the unknown.

The new pier will be paved with vitrified brick. At the harbor end an administration building is planned for the center. On each side of this is to be a row of three-story concrete fish houses, 60 feet wide, running the whole length of the pier. It is expected that these will furnish room enough to house any possible increase in the business for years to come.

Between these houses will be a 90-foot causeway suitable for teaming, so that the old hand-carts can be done away with entirely. There will be room for railway tracks, and the street will be sunk, so that loading direct into teams and freight cars can be done from platforms on a level with the store floors.

Cost High, But Worth It.

The buildings will be within 50 feet of the Northern avenue railroad spur. Ninety per cent. of all the fish received in Boston is sent out by rail, going as far south as New Orleans and as far west as Salt Lake City; so the matter of railway connection is one of the most important, and in this T wharf has been woefully deficient. For this reason, Portland, Newport and New York have been gaining upon Boston recently in the amount of business handled.

The financial end of the wholesale moving of the fish business means the expenditure of more than \$1,000,000. It is figured by the harbor and land commission that it will cost the state \$600,000 to build the new pier. The fish men have raised \$500,000, the greater part of which they expect to spend in preparing the pier for their business and building the breakwater. They are ready to bind themselves to do this at once as soon as a lease is signed.

"It would not take all this simply to provide for the business of today," said a prominent dealer recently; "but we are willing to build for the future. With adequate facilities, there is no reason why Boston's fish business should not be vastly increased."

A system of lateral piers projecting from the east end of the main pier is planned if the business warrants it, so that a total docking frontage of 4900 feet will be provided as against the 1800 now furnished by T wharf.

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Largest Seal Year Known.

That the whole Newfoundland seal fishery season will be the largest ever known in the colony is believed to be assured by the report received Tuesday from the sealing steamer Labrador that she has a catch of 15,000 seals. This will make a total catch for the season of 300,000 seals, breaking all previous records. The Labrador arrived Tuesday at St. John's from the sealing grounds in the Gulf of St. Lawrence at Fort Neau, Belle Isle straits. Until she was heard from, it was supposed that she was returning with an empty hold.

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JACOBS AT FORTRESS MONROE WITH 19 BARRELS MACKEREL.

Fish Are Large and Were Taken Off Old Point Comfort Last Night.

Sch. Aloha Also Reported to Have Made a Small Haul.

The first mackerel fare of the season has been landed this morning and the credit for the same goes to Capt. Solomon Jacobs, a skipper who has landed so many first trips in his long and successful career that this one to him is probably but an incident. Everybody expects everything of Capt. Sol, and for a long term of years he has certainly lived up to his reputation as the greatest fisherman of modern times. This season he was one of the last to get away and is the first to land.

A telegram to the Times this morning brought the welcome and looked for news of the first trip and when it was learned that Capt. Jacobs had it, the common expression was, "Well Captain Solomon is on deck yet."

Sch. Elmer E. Gray, of which Capt. Jacobs is skipper, is at Fortress Monroe, Va., today and she has 19 barrels of large fresh mackerel. These fish were immediately shipped to New York, consigned to Chesbro Bros., who will thus have the credit of handling the first fare.

**Fish Are Large and Will Probably
Bring 50 Cents Each.**

The Times this morning received from various sources, something like a dozen telegrams, all telling of the first "landing" by Capt. Jacobs.

The fish landed by the Gray were

large, as the fare, 19 barrels, counted 1245 fish. It is a good wager that 50 cents or better will be the greeting they will receive when they strike stall No. 1, Fulton market, New York.

A later telegram states that the trip was taken in latitude 36.55 in 26 fathoms of water. This would be about broad off Old Point Comfort and would also indicate that the head of the body of fish is quite well along.

As soon as the schooner landed her fare, she sailed immediately for the fishing ground.

A wire from the Times representative at Fortress Monroe, who had a long talk with Capt. Jacobs, states that the weather was fine, with light northwest winds and that the prospects were good. This can be taken, of course, as a reflex of Capt. Jacobs' ideas.

**Capt. John McInnis in Sch. Aiona
Made First Haul.**

Another telegram to the Times states that schs. Judique and Ralph L. Hall are at Old Point Comfort for harbor. The skippers of these crafts report that the first haul of mackerel of the season was made by Capt. John McInnis in sch. Aiona. These skippers report that on April 1, Capt. McInnis made a set in latitude 37 north, in 40 fathoms and took 140 large mackerel. These he did not run with.

Capt. McInnis reported to Capt. Hall and Anderson that he had seen some large schools, but that, on account of the weather there was no chance to set at them.

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Pacific Coast Notes.

San Francisco retail fish dealers testified, in a legislative inquiry the other day, that they believed wholesale fish dealers were in a combination to keep up prices. William O. Weissich, president of the Western Fish Company, denied that such a combination existed or that fresh fish were sold for fertilizer to shorten the supply.

Fishermen operating a boat near the Narrows around Point Defiance for the Olympia Oyster & Fish Company of Tacoma, Wash., caught a fine halibut weighing 48 pounds recently. This is the first halibut caught in the Sound waters for years so far as is known. It is as firm and nice as the fish fresh from the halibut banks off Cape Flattery.

It appears to be proven satisfactorily that the experiments which have been made at different times in the past to naturalize lobsters in the waters of Puget Sound have proved fairly successful, and that before many years pass this valuable crustacean can be found there in commercial quantities. From time to time a lobster of good size is found in the waters of Hood Canal, where the first planting was made, and there is fair prospect that they will also breed in these waters. A Tacoma gentleman is undertaking to cultivate lobsters on a private preserve in water adjacent to the canal, and he reports that his experiment is coming along finely.

Lunenburg, N. S., Fish Notes.

Sch. Transvaal, the last of the W. C. Smith & Company's fishing fleet, will sail for the banks the first of next week.

Schs. Douglas Adams, Colonia, J. B. Young and Helen C. Morse sailed for the banks Tuesday.

Sch. Beatrice S. Mack, arrived here from the banks Monday afternoon and landed 400 quintals of codfish and 2000 pounds of halibut.

The Mahone bay schooners Minnie M. Mosher, Flo F. Mader, J. W. Mills, Millie Louise and Grace Darling, will sail for the banks this week.

Schs. Kimberley and Saratoga will leave Mahone bay this week to fish on the banks.

The American fishing sch. Gossip, left here for the banks Monday.

Two new schooners are being built at Mahone bay. The one in J. Ernst & son's yard is for W. C. Smith & Company, Limited, and the one in C. U. Mader's yard is for Captain Miller of Lunenburg.

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FOUR FISH FARES AT T WHARF TODAY

But Supply Amply Sufficient For the Demand.

There is not much fish at T wharf this morning, two vessels from off shore and two shore boats being all that reported to the buyers at the exchange when the bell rang.

Sch. Fannie E. Prescott came in yesterday afternoon but did not take off her hatches and sailed for Gloucester. This morning a few haddock sold for \$1 and shore cod brought around \$2 and \$2.50, with no sale for off shore cod.

Of the off shore fleet sch. John J. Fallon has 90,000 pounds and sch. Thalia, 90,000 pounds, a full trip for the latter craft, which is a market boat, but went to Brown's bank this time. The shore boat Marion has a handful and sch. Frances V. Sylvia 7000 pounds of the same kind of fish.

The receipts in detail and prices are as follows:

Boston Arrivals.

Sch. Marion, 2000 cod.
Sch. John J. Fallon, 60,000 haddock, 30,000 cod, 1000 halibut.
Sch. Thalia, 70,000 haddock, 20,000 cod, 600 halibut.
Sch. Frances V. Sylvia, 300 haddock, 7000 cod.
Sch. Fannie E. Prescott, 50,000 haddock, 30,000 cod, 3000 halibut.
Haddock, \$1 per cwt.; shore large cod, \$2 to \$2.50; market cod, \$1.50 to \$2.50.

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GOT THE MOTOR FEVER.

**Scotch Fishermen Taking Hold of the
Power Boat in Earnest.**

Such progress has the marine oil engine made in the Scotch herring fishing fleet, and in the shipping world, that it has been deemed necessary to hold a special exhibit for engines of a type suitable for the heavy work of commercial craft. The date has been arranged to coincide with the height of the herring season at Great Yarmouth, which is the biggest herring port in Europe. At the time of the fishing there, from September to Christmas, as many as 1500 boats make that place their headquarters, whilst at Lowestoft, about 20 miles distant, another 1200 are to be found. These boats range in sizes from 60 feet to 80 feet and from 35 to 60 tons, requiring engines between 50 horsepower and 80 horsepower to drive them at a speed of seven knots. The Scottish fishermen have the "motor fever" very badly, and the presence of about 70 of their motor fishing boats at Yarmouth and Lowestoft last season was not without its effect on the English fishermen. Great Yarmouth is within three hours of London by rail, and within six hours' train journey of all the big English ports. It is thus expected that the exhibition will be visited by all the more enterprising ship owners, and with the presence at Great Yarmouth of 20,000 fishermen, most of whom are part owners in a boat, the exhibition promises to be a success. The engines which are used for this kind of work are of an entirely different type from the motors, which are exhibited at the annual Motor Boat Show in London. They are heavy duty engines, running on kerosene, and in some cases on fuel oil. Gasoline engines are barred on account of the big price of spirit in that country.

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Sardine Business Working Westward.

That the sardine business of Maine is gradually drifting westward from Eastport and Washington county, is indicated by frequent inquiries for suitable locations for factories in the vicinity of Portland and the building of the big plant at South Portland, together with the erection of an immense concrete sardine factory by the Lawrences at Rockland, now well under way.

W. W. Holmes, who has conducted a large sardine and smoked herring factory in Eastport for many years, is in Portland, looking for a site for a large plant which will give employment to over one hundred and he has two locations in mind—one in South Portland and another a few miles outside the city limits, down Yarmouth way. Mr. Holmes, will, as soon as he has decided upon the site, begin the building of the factory which he hopes to have ready for this season's product.

This week he chartered the sch. Maud S. at Portland and sails Saturday for the Magdalen Islands in the Bay of St. Lawrence for a fare of herring for his Eastport factory for canning and smoked fish purposes.

Reports Bad Weather.

Capt. Christopher Gibbs of sch. John Hays Hammond, which arrived this morning from a fresh halibut trip to Quero bank, reports bad weather to the eastward where she was fishing.

Georges Halibut Trip Stocked \$2464.

Sch. Claudia, Capt. Andrew Gouveau, stocked \$2464 as the result of her recent Georges halibut trip of 17 days, the crew sharing \$65.

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RECEIPTS IN GREAT VARIETY.

Sch. John Hays Hammond Made Four Halibut Trips.

There is a fair bunch of fish here today, including three splitting trips down from Boston, another direct from Brown's bank, one fresh halibut, a Georges handliner and three small pollock fares.

Sch. John Hays Hammond, Capt. Christopher Gibbs, is here from Quero bank with 25,000 pounds of halibut and a few salt and fresh fish. This is Capt. Gibbs' fourth trip thus far this year and he is certainly setting a hot pace, being the only one of the halibut fleet to make four trips since the season opened, and is high line of the fleet to date.

Sch. Carrie C. from Georges handlining brings 25,000 pounds of salt cod and 3000 pounds of halibut.

From Boston for the splitters, are schs. Hortense with 70,000 cod and haddock, sch. Mary DeCosta with 80,000 pounds and sch. Mary B. Greer with 75,000 pounds.

Sch. Thomas S. Gorton is here from Brown's bank with 80,000 pounds of fresh fish, mostly haddock, sch. Fannie E. Prescott came down from Boston yesterday afternoon with 80,000 pounds of fresh fish and 3000 pounds of halibut. This craft will probably go to Port Clyde, Me., with her fish.

Steamers Mystery, Quoddy and Nomad have small pollock trips, the fleet not striking any fish to speak of.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Hortense, via Boston, 70,000 lbs. fresh fish.

Sch. Mary B. Greer, via Boston, 75,000 lbs. fresh fish.

Sch. Fannie E. Prescott, via Boston, 80,000 lbs. fresh fish, 3000 lbs. halibut.

Sch. Carrie C., Georges, 20,000 lbs. salt cod, 3000 lbs. halibut.

Sch. John Hays Hammond, Quero Bank, 25,000 lbs. halibut, 8000 lbs. fresh fish, 4000 lbs. salt cod.

Sch. Thomas S. Gorton, Brown's Bank, 85,000 lbs. fresh fish, 600 lbs. halibut.

Steamer Mystery, shore, 2500 lbs. pollock.

Steamer Quoddy, shore 7000 lbs. pollock.

Steamer Nomad, shore, 9000 lbs. pollock.

Vessels Sailed.

Sch. John R. Bradley, dory handlining.

Sch. Arbutus, dory handlining.

Sch. Georgie Campbell, dory handlining.

Sch. Robert and Carr, shacking.

Sch. Catherine and Ellen, Boston.

Sch. Gladys and Nellie, shore.

Sch. Manomet, shore.

Sch. Flirt, dory handlining.

Sch. Hattie A. Heckman, dory handlining.

Sch. Olympia, drifting.

Sch. Fannie E. Prescott, Port Clyde, Me.

Today's Fish Market.

Bank halibut, 8 cts. per lb. for white and 6 cts. for gray.

Georges halibut, 12 cts. per lb. for white and 10 cts. for gray.

Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.

Trawl salt Georges cod, large, \$3.50; mediums, \$3.

Large salt handline Georges cod, \$3.50; mediums, \$3.00.

Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.

Salt pollock, \$1.25 per cwt.; salt haddock, \$1.25; salt hake, \$1.25.

Splitting prices for fresh fish, Western cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.60; medium cod, \$1.40; cusk, \$1.60 for large, \$1.20 for medium and 50c for snappers; haddock, 80 cts.; hake, 90 cts.; pollock, round, 65 cts.; dressed, 70 cts.

Fishing Fleet Movements.

Sch. Gossip of this port, was at Lunenburg, N. S., Sunday.

THE RUSSIAN FISHERIES.

Disappointing Result of the Catch in That Country Last Year.

It appears that the fisheries in the Caspian and Volga were disappointing last year, the catch of "vobla" and herrings being less and the quality of caviar, amounting to 2,000 poods, or about 32 tons, was much below the normal, so that the exports have been reduced by about half. The opening of the Taschkent railway has given a stimulus to fishing in the Aral and Inland Sea. Better results were obtained in the far east. The catch in the Anadyr district amounted to 150,000 poods, yielding 3,000 poods of caviar. In addition, 800 barrels of fish were salted on the Japanese system, and 300,000 fish were refrigerated. On the Lower Amur the salmon fishing was good and the results in the Nikolaeff district were noteworthy, the total being 6,870,000 poods, yielding 86,766 poods of caviar. The Siberian report for 1909 is unfavorable.

Foreign Trade Conditions.

In the view of a prominent exporter, consignments at this time "are particularly hazardous, as it is so very easy to report damaged quality as well as declining foreign markets. Holders of good quality are reminded of the danger of having their stock confused with inferior grades that can only be disposed of by forced sale."

With reference to the fish consignment business, the representative of a leading Porto Rican house says:

"It is a perfectly legitimate one, especially in perishable goods. However possible it may be to monopolize certain lines of trade, we do not yet believe that any house here has the exclusive control of honest dealing. No doubt the consignment business offers opportunities for questionable dealings; but that is not its fault, as dishonest transactions are frequently uncovered in many other avenues of trade. The vice is not inherent so much to the nature of a business as to the character of the individual engaged therein."—Fishing Gazette.

The Fishing Gazette says of salt fish conditions generally:

"The usual post-Lenten dullness is now being experienced in the salt fish trade, but a fair revival of business is confidently looked for. In Europe the Oporto market is beginning to show more stability and prices lately have hardened. The foreign outlook in general is better.

"Prices in the local market are easier for Scotch herring, as the demand is light, and holders desire to dispose of their stocks rather than put them into cold storage.

"In Holland herring the demand has practically ceased. Sales are made in a hand-to-mouth way. Stocks are small and prices are unchanged.

"The Irish mackerel fishing continues poor. Demand for foreign and domestic mackerel is quiet, with quotations practically unchanged from last week.

"The export codfish market here is only moderately well sustained, pressure being brought to bear principally by weak holders of Pacific Coast fish in New York, to which is added some pressure by holders at various points desirous of cleaning up the balance of the old stock grading from good to inferior. Inquiry since the close of Lent has been light, and values are gradually shading off from the high figures ruling a while ago.

"The very mild weather does not make holders any firmer and is apt to increase new stock rapidly."

Florida Red Snapper Fishing Notes.

The fishing at Pensacola has been first class during the last week. Among arrivals for Warren Fish Co., were, Mary L. Harty, 11,000 red snappers and 8000 groupers; Alcoma, 20,000 red snappers and 4000 groupers; Ariola, 25,000 red snappers and Oceola, 35,000 red snappers. Crew of the last named vessel will share \$75 each. Red snappers have been bringing three and one-half cents per pound, while groupers have been going at a cent and a half a pound.

The Oceola has been one of the luckiest smacks this season, having several times brought in over 30,000 pounds of snappers, and seldom less than 20,000 pounds. On the last trip she was out exactly 22 days and a greater part of the time having been consumed in making the trip to and from the fishing grounds.

The smack Cavalier of E. E. Saunders & Co., also brought 35,000 pounds red snappers. She was out the same number of days as the Oceola. Other smacks to the same company were: Lottie S. Haskins, 18,000 red snappers and 10,000 groupers; Clara R. Harwood, 16,000 snappers; Caviar, 24,000 snappers and 5000 groupers; John M. Keen, 24,000 snappers and 15,000 groupers; Carrie B. Welles, 17,000 snappers; Lottie G. Harwood, 8000 snappers and 12,000 groupers and Frances Louis, 5000 snappers.

Mackerel have not put in an appearance up to this time.

The fishing smack, George Willard, arrived at St. Petersburg, Fla., with 5000 pounds of snappers and 2000 pounds of groupers. She took in ice and stores and went to sea on the 25th.

Shipments of fish from St. Petersburg remain small. There is a scarcity of fish of all kinds. The fishing smack, Two-Forty, of Tampa, on her way to sea, stopped and three of her crew coming ashore in a dory got in the way of the steamer, Teddy Louise. The men had a narrow escape. Their dory was wrecked.

Tampa smacks have made very small catches, the largest trip being that of the Telegram with 14,000 pounds of snappers and 4000 groupers.

The Gulf Fisheries sch. Cape Horn arrived at Galveston a few days ago with 27,000 pounds of red snappers. The vessel was out 21 days. The fish were caught close off Galveston island.

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Irish Mackerel Fishery.

Writing under date of March 2, the correspondent of The Fishing Gazette in Ireland says:

"The last of the mackerel has been shipped to Liverpool, and most of it has been sold there at 38s to 40s ex quay; so that now the Irish coast has cleared all cured mackerel, which has not occurred for nearly three years before. Hence our fishermen and curers are looking forward to spring and summer curing with more hope than for the past two seasons.

"Of course, the curers at this station are handicapped by having to compete with Norwegians, a number of which cure mackerel here during the spring and summer season, bringing salt and barrels from Norway. The first season (three years ago) they brought hands from Norway; but they soon found that our people were far better up in curing. Consequently local labor has latterly been employed.

"Last season the fish were graded and repacked here and shipped direct to the United States branded "Irish mackerel, Norwegian cure," while they were actually cured by the Irish people.

"Our spring and summer mackerel fishing opens this year about March 20, but it is not likely that any curing will be done before the middle of May.

"There has been a record catch of herring at Buncrana, Donegal, within the past month, and of very fine quality. Great numbers were sent to the fresh market and some were cured for the continent.

"Irishmen very greatly appreciate the efforts of Col. Zimmerman, president of the Ann Arbor Railroad, Detroit, Mich., to aid and improve the fishing industry on the west coast, and to bring the producer of mackerel and the American consumer into more intimate touch."

Portland Notes.

Thursday's arrivals: Steamer Carrie & Mildred, with 5000 lbs. fish.

Sch. Edmund F. Black, fishing.

Schs. Elizabeth W. Nunan and Sadie Nunan put in for bait.

Within a few weeks, probably before the middle of the month, a number of the local lobster smacks will set sail for Nova Scotia. The provincial season is now on and the crustaceans are being rushed to the United States by the thousands. Thursday it was reported that there were 180,000 in Boston alone and the market was flooded to such an extent that the price was way down. None of the provincial brand has as yet made its appearance in Portland, but the first shipments are expected to arrive here by the last of the month.

It looked as if the fishing schooner Bernie and Bessie was in a very bad way Thursday afternoon. She lay in the dock between Long and Commercial wharves almost on her beam ends, with her masts slanting at an angle of 45 degrees. The only accident that had happened came from a very low tide which caught the schooner and allowed her to tip. When the water rose in the evening she righted herself without trouble.

May Can Lobster Waste.

Some weeks ago a gentleman named Kampt came to St. Johns from Montreal to lay before some of the city merchants a project for canning parts of the lobster which, up to the present, have been thrown away by the packers. The parts to be utilized include both body and shell, the latter being ground up finely before canning. An experiment will be made at once.